

MEMORANDUM

From:	Service Manager - Environment	To:	Head of Community Well-being and Development
Our Ref:	ENV/DC/PP/2011/0849	Your Ref:	SJG/P/2011/0849
Date:	31 st January 2012		

TOWN AND COUNTRY PLANNING ACT 1990

TOWN AND COUNTRY (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

Location: O. S Grid Ref: 393 520 Cornish Farm, Francis Lane, Holt, Wrexham.

Development: Change of use of land from use in connection with commercial horse livery to use as premises for an equine veterinary service.

I refer to your email / consultation dated 30/01/2012 including revised parking layout plan and speed survey report in respect of the above.

In terms of the revised parking layout, I comment as follows:-

The revised layout plan appears adequate. There would also appear to be the potential for 5 no. end-on parking spaces in lieu of the 2 no. spaces proposed alongside the existing driveway if required. Having spoken to one of the users of the stable, it would appear that there are only 5 individual people housing their horses in the 11 no. stables and they typically attend to their horses early in the morning ie/ before 08:00 and they are rarely at the site at the same time. Sometimes they visit the site after 17:00. I understand that the 6.7m long horsebox is used by one person 3 times per week to go to competitions. The 2 no. trailers are only used when weekend competitions occur. It would therefore appear that parking demand associated with the existing stables is relatively low and the users of the stables are never all there at the same time.

In terms of the submitted speed survey, I comment as follows:-

I have checked the data and confirm that the determined / calculated 85th percentile speeds are correct. The values determined would appear to be in the range I would typically expect along a lane of this nature.

For 85th percentile speeds of 34mph for vehicles approaching from the north east (from Holt), MFS would normally require a visibility splay of 2.4 x 51m measured to the centreline of the adjoining highway. For 85th percentile speeds of 35mph for vehicles approaching from the south west (from Hugmore Lane), MFS would normally require a visibility splay of 2.4 x 54m measured to the centreline of the adjoining highway.

The current visibility available from the proposed access at the development site (with the adjoining hedgerows trimmed) would now appear to be adequate. Visibility in the south westerly direction is approximately 2.4 x 59m measured to the centreline of the road. Visibility in the north easterly direction is in excess of 2.4 x 100m measured to the centreline of the road.

During our site meeting on 5th January, I advised the consultant carrying out the speed survey that his speed gun should be calibrated and have a current calibration certificate. I also mentioned this again during a telephone conversation with him after this meeting. However, it would appear that no valid calibration certificate is available for this speed gun. Without the submission of a valid calibration certificate I would be unable to accept the results of the submitted speed survey. However, I understand that the applicant has commissioned another consultant who will be conducting a fresh survey using a calibrated speed gun.

Supplementary Notes

The applicant's attention should be drawn to item nos. 1, 2, 3, 4 & 5 of the supplementary notes.

Peter Douthett

HP. Service Manager - Environment